

CLUB SEDAN WINS FAVOR WITH MEN

Reminiscent of the Hunting
Lodge, New Franklin Is
Popular Feature.

The Franklin Company is showing six distinct types this year, including one design known as the Club Sedan, which is bound to create a deal of favorable comment before the year is over.

All the models preserve the characteristic French style sloping hood and the rounded dash section, which, developed into the body surfaces, presents a very pleasing appearance. Brewster green, which has enjoyed a wide popularity for several seasons, continues to be the standard color of all types, except the four passenger roadster and the Club Sedan, both of which come in Damascene green, an attractive new color recently blended in the Franklin laboratories.

The touring car which Franklin is exhibiting at the show is a special color job in Tiffany bronze. The rakish slant of the windshield and the low appearance of the car, together with the comfortable tilt to the seats, are noteworthy features.

In the runabout, Franklin engineers have succeeded in developing a car with a well arranged and comfortable seating compartment, at the same time working out exterior lines in fine proportion, a combination rather difficult to obtain in this type. The high light line, extending from the dash back to the rear of the bumper, is a new style element in this design.

The four-passenger roadster is shown in the new Damascene green. The box bumper gives a swaggy but not a bulky model, which is noteworthy in that there is plenty of leg room provided, ample luggage space and yet the car has the compactness that defines the type.

Some idea of the popularity of the brougham and the sedan may be gained from the fact that these will form 47 per cent of Franklin production in 1920. Both models preserve the well known slanting V front and the wide windows, which have helped give to these cars a wide acceptance.

The club sedan is the Franklin Company's answer to the growing demand for a real home's enclosed car—without any of the trappings or ornaments which are of special interest to women. The severely simple, yet beautiful appearance of the painted beamed ceiling, reminiscent of a city club or a sportsman's hunting lodge, gives to the car its name. The upholstery in neutral brown and green with a touch of silver is done in a new material known as Mohair, made of best quality mohair and selected linen. It is the sort of upholstery that is "different" and will appeal to the masculine mind.

IMPORTANCE OF THE FAN.

Among units of efficiency in the automobile, motor truck and tractor rarely given consideration by the owner is the cooling system. Circulation of water, the temperature of which is kept right by a fan, that's all in the average mind.

But one of the most delicate engineering problems of all is the construction of the proper fan. Its duty is to draw air in at an even rate through every square inch of the radiator, and to maintain this even air pull at all speeds of the motor.

So widely do opinions differ as to just what type the fan should be to do the best work possible that a most interesting series of tests guide the engineers of the Sparks-Wilkinson Company of Jackson, Mich. In arriving at perfection, the installation of a fan is followed by 153 readings. Seidman is a fan right the first time, blades must be reshaped, diameter increased or decreased, pitch modified and other things changed, and each operation calls for another 153 readings.

C. W. Nash Announces a New Four.



C. W. Nash, whose record in placing the Nash Motors Company among the leading institutions in the automobile industry during the last three years, this week announces for the first time a new car to bear his name—the Nash Four.

Mr. Nash has long been recognized as one of the leading authorities on quan-

ity production in the motor car industry and the new car is already being acclaimed as a worthy companion to the Nash Six.

The four cylinder car will be built in an entirely new factory now being erected in Milwaukee. The big Nash Motors plant at Kenosha will be used exclusively in the building of the Nash Six and the line of Nash trucks.

OWEN-MAGNETICS' PRODUCTION GROWS

Great New Plant Acquired—
Likely Also to Have Ad-
ditional Plant.

"With a tremendous demand for cars in sight for 1920 we feel that our position is an extraordinarily good one, because the production of both Owen-Magnetic and Liberty cars will be greatly increased by the recent acquisition by both these companies of new factories which already are in operation," says E. S. Partridge of E. S. Partridge & Co., Inc., metropolitan distributors of these two lines of well known automobiles.

"A great plant in Wilkes-Barre, Pa., is now being devoted exclusively to the manufacture of Owen-Magnetics on a much larger scale than was ever attempted before. The International Fabricating Corporation, composed of precision engineers who made the famous Sunbeam airplane engine, is concentrating all its engineering and manufacturing skill on the production of these fine cars. The factory is a big one, and for the first time in its history there will be an adequate production of Owen-Magnetics.

"The new Liberty factory is one of the

best appointed and most up-to-date establishments of its kind in the world. The opening of this plant means that we are going to get many more Liberties than we could hope to have under the old manufacturing plans. We will be able to adequately take care of this important territory where the Liberty has always been very popular.

"To keep pace with the greatly increased business that already is at hand we have opened in Long Island City one of the largest service stations in the metropolitan district. The personnel of our service and sales departments also has been increased to meet immediate and future needs."

OAKLAND ACHIEVEMENT.

"Oakland starts the new year with the task of completing two of the largest and most practical projects in the history of the company," says President Fred W. Warner.

"The first of these projects has to do with plant expansion, work already having been started on three new factory units that will cost in the neighborhood of \$2,000,000, and afford facilities for the manufacture of 40 cars an hour, 210 cars a day and 100,000 cars in the twelve months starting July 1, 1920.

"This is by far the greatest output ever scheduled by Oakland, the contemplated production for the fiscal year of 1920-21 being equal to the total production during the first four years that the 'Sensible Six' was on the market."

SHIFTING GEARS IS NEEDLESS.

Speed changes made without gear shifting gears are always in vogue. This is the modern principle back of transmission construction. Automotive engineers have been working for years in developing a transmission which would eliminate gear stripping and gear clashing. The result of their research and development is to be found on exhibition at the show in the Cotta-Jew clutch transmission.

AC PLUGS USED IN WORLD RECORD CAR

Helped Milton Drive 113 Miles
in Hour in His Due-
senberg.

After riding to victory with Tommy Milton in the High road race and in three 1919 speedway events, AC spark plugs closed a season of achievement by firing the engine of the Duesenberg with which Milton crowded 113 miles within sixty fleeting minutes.

In addition to establishing a new world's hour record Milton and his AC-equipped car also smashed the records for both two and three hours and established new marks for all distances from 30 to 300 miles.

Milton's crowning performances for a season of most consistent driving are as follows:

Time	Distance
1 hour.....	113 miles
2 hours.....	222 miles
3 hours.....	323 miles

All these records, which were established on the Sheepshead Bay Speedway in the waning days of November, were made with an eight cylinder Duesenberg in the 231-300 cubic inches piston displacement class. The engine speed for more than three hours of furious driving ranged from 2,300 to 3,500 revolutions per minute, and while this imposed a terrific strain upon the spark plugs the AC's functioned perfectly, according to Milton.

Milton's achievement gives the American eagle a chance to scream at the chagrin of the British lion, for England has come to look upon the hour record as its own due to the feats of Percy Lambert's Talbot, which was the first car to crowd more than 100 miles within the hour, and of Jean Chassagne's twelve cylinder Sunbeam, which raised

the mark to 109 miles slightly before the outbreak of the world war.

In addition to Milton's record, AC plugs were the equipment on the two Duesenbergs which established new world's marks for cars of 303 and 183 cubic inches piston displacement respectively, in trials held at Sheepshead Bay a week before Milton made time and distance bow the knee. Dave Lewis and Jimmy Murphy, the drivers, are credited with the following records:

Time	Distance
1 hour.....	111 miles
2 hours.....	218 miles
3 hours.....	316 miles

Time	Distance
1 hour.....	113 miles
2 hours.....	222 miles
3 hours.....	323 miles

The record breaking time made by Murphy with the little Duesenberg can be used as a basis for estimating the speeds that will be made in this season's 500 mile race at Indianapolis and the 1920 French grand prix, since both of these classics are for cars of 132 cubic inches piston displacement or less.

GOODRICH MEN TO SPEAK.

Prominent among those to participate in the comprehensive show week highway transport conferences will be S. V. Norton, Robert C. Hargreaves and Raymond Beck, all of the B. F. Goodrich Rubber Company.

Mr. Norton is a widely known authority on highway engineering and motor truck operation. He is the author of "Motor Trucks of America" and "The Motor Truck as an Aid to Business Profits."

Mr. Hargreaves was founder and secretary of the Highway Transport Committee of the Council of National Defense during the world war. He will lead the discussion on "Smoothering the Path for the Motor Truck" at Tuesday's conference, and will initiate the discussion on "Constructing Roads for Motor Traffic" next Saturday afternoon.

Mr. Beck, who acted as field engineer of the highway transport committee, #1 who is chief of the Goodrich Travel and Transport Bureau, will take part in the daily conferences.

THANKS TO THOUSANDS OF LOYAL CUSTOMERS

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SIX

Leads all exhibitors in the value of its production and secures first choice:—Space No. 1 at the National Automobile Shows.

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Vice-President and General Manager Supreme Motors Corporation
Formerly Secretary and Treasurer Continental Motors, Detroit, Mich.

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It isn't its long life, alone, that makes people think the Hupmobile is the best car of its class in the world. They are influenced just as much by the car's consistent economy as they are by the years of continuous good service. Economy in *The Comfort Car* isn't an indefinite quantity, but a positive saving which registers itself every day in every month. By saving, we mean not only gasoline saving, but tire saving, and that *still greater* saving which results from marked infrequency of repair.

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UNUSUAL importance is attached to the announcement of the Supreme Motors Corporation to manufacture quality motors on a large scale production basis under the personal direction of A. H. Zimmerman.

The entire Supreme organization is composed of experts—men of long experience in building motors. The engineering department is headed by R. A. Weinhardt; the production department is in charge of V. M. Smith, both of whom formerly occupied

similar executive positions with Continental Motors Corporation.

The present facilities of Supreme Motors consist of modern new buildings, machinery and equipment specially designed and now ready for initial production of 100 motors a day with plans already under way providing for an increased capacity to 300 motors a day.

The present plans include the manufacture of a 4 and a 6 cylinder motor. Inquiries are welcomed from those desiring complete information.

SUPREME MOTORS CORPORATION, WARREN, OHIO